

who had served a proper apprenticeship should be a *maître*. Masters and other select should be eligible to the office of eldersmen or aldermen, and from these should be chosen the guild master or mayor. The corporation should enjoy and hold property, should build schools; and endow colleges or hospitals for decayed members; they should hold courts of assessment as to wages and prices of work, and adjudicate on disputed matters pertaining to their craft. No freeman of the guild, unless he had forfeited his privileges by crime, should be abandoned in the hour of need; his diploma should be a passport through every guild in the empire; mechanical inventions, and other matters involving the interests of the craft, master or man, should be submitted to the guild, and to a certain extent regulated by it, and placed under its control. These are a few of the prominent heads of our Guild Plans, which we sow again, and shall stand watchful of their growth till the reaping time.

Our friend at Leamington holds us responsible as to our pledges, and in this he is right. We did "charge ourselves to enter upon the investigation and elucidation of the character and principles of Gothic architecture," and we shrink not from our undertaking; but how did we propose to do it? Not by say set school plan, not by any rigid, unconstructive method, but practically and familiarly imparting the knowledge as men best imbibe it, in our daily walks. In our weekly communings with our readers. But we did more. We challenged the painstaking and inquisitive student in every quarter. We set about no egotistical or imperious teachings; we would bring out the better talent than our own. Ours is no school of pedagogy and pupils, but one of free associates; the cramp of the master has been taken off the mind of the pupil, and he is himself a teacher and a learner, without any marked effort either at teaching or learning. By this means we arrive at that "happy ignorance" which feels not, nor is inflated with its own knowledge. We are wise without boastings, and solve that enigma of the poet, "If ignorance is bliss, 'tis folly to be wise."

We have "entered upon" and made no little progress in our task; thousands have already had conveyed to them that which they knew not before; but we have not made much progress. The alphabet of Gothic art is being laid out, and therefore we may have our "reading made easy." Many correspondents have most laudably responded to our call, some have held themselves a little too high, and enshrouded themselves in a narrow selfishness; but this we will conquer by showing them the beauty of essential charity, the loveliness of true humility. A word, however, we may add; we expected more. We expected from the clergy and amateurs, who discourse so learnedly on art, some practical contributions; pleasures we should have been content with; and by-and-by we would have laid down, and there would have grown out naturally (which is best) a system of dissecting structures and parts of structures; but we have not been much favoured by contributions of the kind adverted to, except from plain, practical craftsmen. This, however, will come. We must not omit, however, to acknowledge that we have some grateful exceptions, foremost among which we ought to be proud to mention the offer of a lady *afrank*, far away, and stranger to us, to exercise her pencil "if acceptable," in favour of THE BUILDER.

This brings us to dealing with the note of a Bristol Correspondent, who, Heaven reward him, takes up cudgels for us most lowly, and

lays about among the "Ecclesiologists" for their threatened attack upon us, and a fancy they here got in their heads of something "unsound and mischievous." Our correspondent will perceive that we have anticipated the compliment in a previous number. The Ecclesiologist, which we suppose is to be translated into plain English "The church-knowing-one," may do much good, but it must not arrogate too much. It is the organ of a class whose new-born zeal contrasts strangely with their long neglect of duty. Let them reflect, that zealots are not always "sound" guides, and let them mistrust themselves awhile seeing how much "mischievous" according to their own pleadings, they have been guilty of in their chrysalis state; let not the moth flutter too gaily—she may find her wings fail her, and flying too near the light which she mistakes for this sun, discover to her cost that it is only a farthing rushlight.

Connected by this thread, or strung upon it, we have the head "Classic not Christian," by Mr. Lewis, and the antithesis of an "Old-fashioned Architect." We would that these things sparked none the less, nor do we think they would suffer by some abatement of their roughness; hard points and long prickly beads stand out somewhat unpleasant to our handling, and that of our friend Mr. Lewis, as we have before said, runs crookedly, and all askance; it worms in where we had not designed to go, or so worms in, as would take us by surprise at the following. We are not yet the "Churchman Architect" as Wykeham was. We suppose "An Old-fashioned Architect" is like ourselves, *he likes every thing good that is new, and hates every thing bad that is old.*

If we have not said much in the midst of all this of our responsibilities, we have left room for something to be inferred, and we have shrewd readers, upon whose minds the matter will not long lie fallow. "Good boys, all."

STREET PAVING AND CLEANSING.

Our attention has been directed to this important subject by an announcement from the Practical and Scientific Association for the Promotion of Improved Street Paving, who very liberally offer a premium of thirty guineas for the most approved plan for effectually cleansing the public streets, combining the requisites of convenience, efficacy, and economy. We have been favoured with a paper addressed by Mr. Cochrane, the president of the society, to the Royal Institute of British Architects, on the importance of well-made and efficiently-cleaned streets. It commences by referring to reports issued by the Government on this subject, giving also a brief history of the different kinds of carriage-ways and foot pavements, and shewing how little the resources of art and science have been consulted, which is illustrated by the system of making Macadamized roads, their formation being nearly dependent on the amount of traffic upon them.

Mr. Cochrane remarks that—

The professor or lover of architecture must be forcibly struck with the different effects produced on buildings according to the immediate locality in which they are erected. What a marked difference there is in the appearance and condition of a line of houses along a street which is ill-paved, ill-cleaned, badly-drained, and without any foot-pavement, and one with all the opposite advantages. Let us contrast the effect of Regent-street on the eye, with that of the Rue de la Paix at Paris, the admiration and boast of the Parisians. The beauty of the former greatly depends on the exquisite uniformity created by the admirable condition of the foot and carriage ways. From the absence of this advantage in the latter, although so infinitely superior pile of buildings, its beauty and general effect are very considerably diminished.

Few houses situated in public thoroughfares within twelve to fifteen feet of the carriage ways escape being greatly defaced by the splashing of mud in wet weather. Not only is this a disfigurement, but it is attended with considerable expense

from the frequent cleansing which ensues, and the wear and tear created. That handsome enclosure of railings, on the south side of St. Paul's Cathedral, is deprived entirely of its beauty from the enormous coatings of mud it is constantly receiving, and which the City authorities evince no very great anxiety to remove, so as to restore the railings to their pristine beauty. Indeed there is not a single church in any of the leading thoroughfares in the city that is not greatly defaced from the filth and dirt of the streets.

If mud be a disfigurement to architecture in wet weather, not less so is dust in dry. Floating as it does so lightly in the air, not a single room of the highest house, wherever situated, can escape its influence. The most exquisite gems of art, and the skilful labours of the house decorator, fall in their turn a prey to its destructive effects.

From inquiries made in various parts of London, it appears that the estimate of the loss sustained from the dirt and mud of the streets, by householders varies from 10*l.* to 100*l.* per annum, and from 20*l.* to 300*l.* by shopkeepers.

It is stated that wood-paving is more durable and economical than any other form of road; and that the slipperiness may be traced to the mud now brought from the other kinds of paving, and allowed to remain on it. It appears, from a tabular statement, that if streets are cleaned by machinery three times a week, the quantity of mud produced on the surface is five times less than when they are swept twice in three weeks, and thirteen times less than when swept but once a week.

To enlarge greatly on the importance of wood-paving must now appear altogether unnecessary, the precision and skill with which it can be laid down and taken up—the strength of its construction—its extraordinary durability—absence of all noise—facility of traction—the diminution of mud in wet and dust in dry weather, and the increased facility of their removal—its salubrity as regards the health of the public—and, though last not least, its superior cheapness over all other kinds of roads: all these advantages combined tend to render it a pavement of peculiar eligibility. The only tangible objection against it, is its *slipperiness*, although it must be self-evident that any kind of road, the surface of which is hard, and where the greasy mud of London is allowed to be brought upon it, must inevitably be attended with this evil; but if it is maintained, and very properly so, that if the mud be removed, the pavement would not be slippery, as wood is by no means of a slippery nature.

We trust that the day is not far distant when the following valuable hints submitted by the society will be generally adopted throughout the metropolis and the provincial cities:—

1. Carriage and footways of populous and large towns ought to be swept every day.—2. The manure ought to be removed as soon as possible, and before being trodden down and scattered—its utility and value being thus increased, whilst the road is better preserved and the atmosphere freed from much unpleasant effluvia. When the manure is thus removed, the road surface becomes available for combining the loose and fresh stones employed in repairing the Macadamized roads.—3. The surface of a road should be preserved as uniform as possible—without ruts and hollows for the water to lodge in.—4. Wherever mud is permitted to accumulate, the surface of the road necessarily becomes irregular.—5. Streets should be so watered as never to create puddles; if they are properly cleaned much less water is required to lay the dust, and it is much better to water them *springly* and more frequently than abundantly and at distant intervals, when large quantities of mud are created, to the annoyance of the public and injury to the road, impeding also the draft of public vehicles.—6. Macadamized roads and streets should in the first instance be made fit and complete for the accommodation of public traffic, and not be dependent on public traffic for their completion.

CARLISLE CANAL.—CONTRACTORS' ESTIMATES.—The estimates for the execution of the works for the improvement of the Carlisle Canal show the extraordinary differences which sometimes occur in the calculations of contractors. Only four tenders were given in; the respective amounts were, in round numbers, as follows:—Lowest, 134,000*l.*; second lowest, 136,000*l.*; third lowest, 223,000*l.*; highest, 230,000*l.* It seems that the second lowest offer has been accepted.